LAST TRAIN FROM DEALEY PLAZA

by FRED T. NEWCOMB

A problem for both defenders and critics of the Warren Commission's Report has been where and how the assassins on the grassy knoll escaped after the shooting. Reports by most investigators and spectators indicate no movement of persons fleeing from the scene. This analysis, based upon previously unexamined photographs, offers a solution to this paradoxical situation.

These are the facts. Immediately behind the pergola on the grassy knoll, from which many witnesses thought shots came, was a passenger train on a freight spur. This train left the assassination scene within moments after the shooting and was gone within minutes after spectators entered the yards behind the pergola.

Significantly, one of the photographs was entered into evidence before the Commission–with the train retouched out. This photograph was the only one the Commission printed that would clearly show the train.

THE TRAIN

An aerial photograph of Dealey Plaza, taken in July 1963, shows the railroad spur immediately behind the pergola (pointer in *Fig. 1*). This spur runs east (to the right). *Fig. 2* charts both track and train.

Several photographs taken at the time of the assassination show the presence and movement of the train on the pergola spur.

Miss Wilma Bond took a series of colored slides moments after the shooting. *Fig. 3* charts her position in Dealey Plaza and view of the train. (Positions of the photographers and train in the charts were established by photographic triangulation.) The railroad passenger cars can be seen behind the pergola's grillework, e.g., in *Fig. 4*.

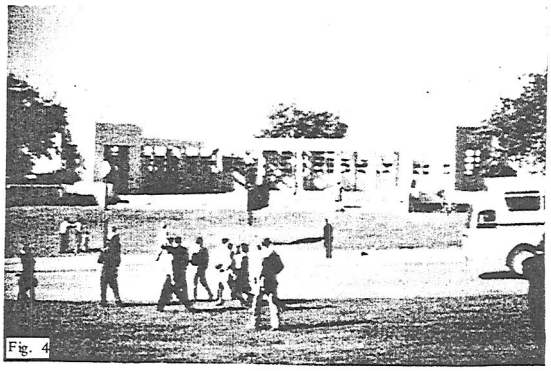
Fig. 4

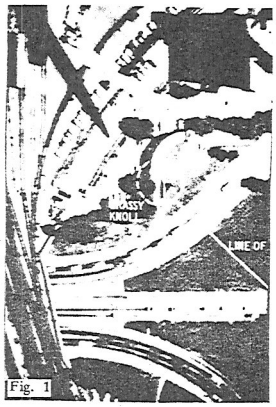

Fig. 1

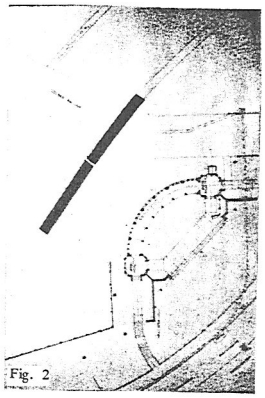
Fig. 2

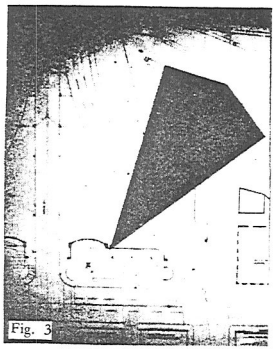
Fig. 3

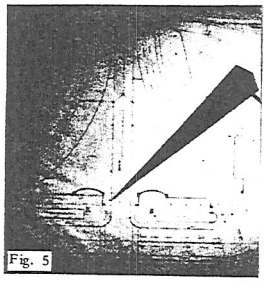
Fig. 5

Orville O. Nix made a movie film of the assassination scene (*Fig. 5* charts his position and view). *Fig. 6* is a frame taken during the assassination; *Fig. 7* is one taken moments afterwards. A comparison of the two–note the passenger car windows--demonstrates that the train moved during that period of time. A cutaway drawing (*Fig. 8*), which was made from one of his frames, illustrates its position.

A color movie taken by Mark Bell also shows the train.

A photograph made by Frank Cancellare, minutes after the assassination, reveals that by that time the train had left.

In addition, a prestigious photographic analysis firm, Itek Corp., noted the train directly behind the pergola in its report (which was critical of Commission critics) of May 18, 1967 on Nix's film.

The Warren Commission took no testimony from any of the above individuals. Of their photographs, the Commission published only a few frames of Nix's film. (Ironically, a Commission re-enactment photograph made in May 1964 had a train behind the pergola.)

COVER-UP

The Warren Commission was supplied with maps by both the Secret

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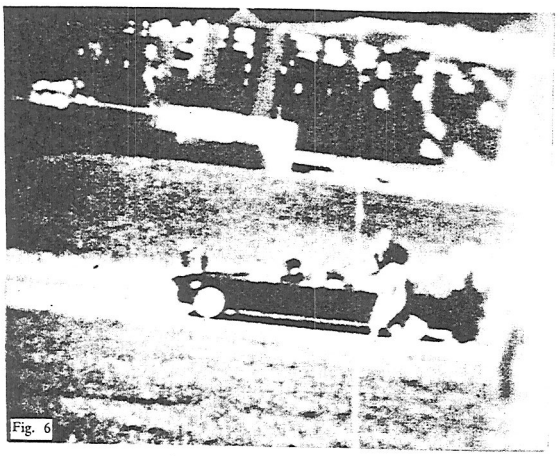
Fig. 6

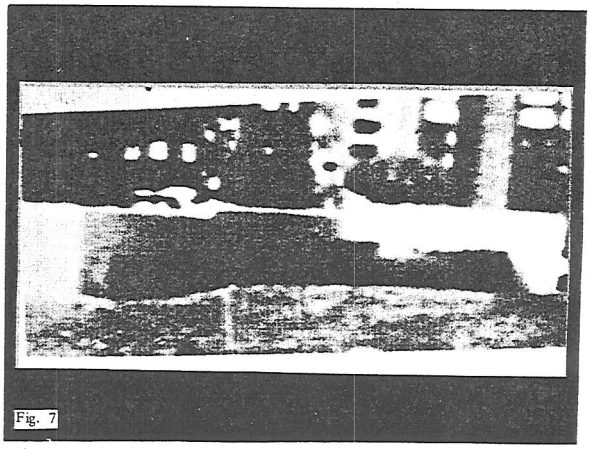
Fig. 7

From p.5

LAST TRAIN

Service and FBI. The maps in its Report (e.g., *Fig. 9*) omit not only the spur behind the pergola, but all spurs. Instead, the maps show an imaginary track running in a continuous line from the triple underpass to the rear of the Texas School Book Depository. Furthermore, this is contrary to the Report's own aerial and ground photographs (*Fig. 9*, bottom). Those photographs, however, are so small that they require magnification to see details.

The cover-up of the train includes tampering with a particular photograph made at the time of the assassination by Phillip L. Willis.

Willis stood on nearly the same grade level of Dealey Plaza as Miss Bond. Within minutes prior to the time when she took her photographs, he took one (*Fig. 10*) apparently in reaction to hearing the first shot (arrow points to the President's head). From his position (*Fig. 11*), the train had to be seen behind the pergola's grillework.

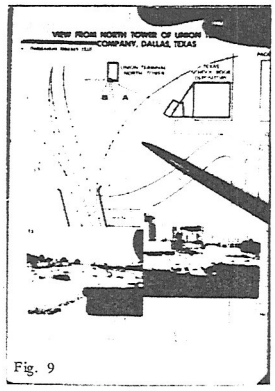

Fig. 9

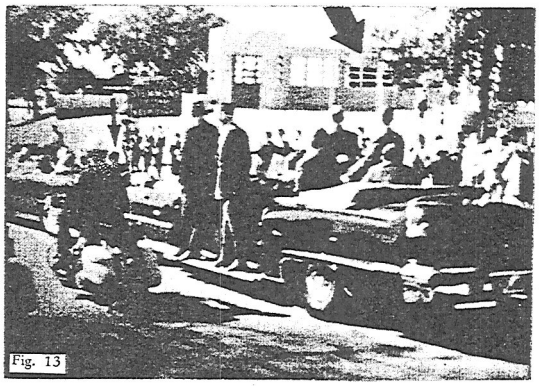
Fig. 13

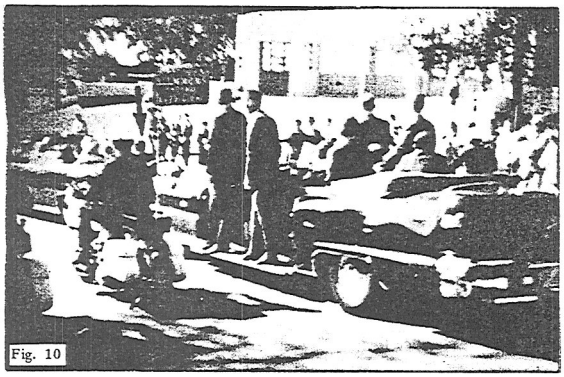
Fig. 10

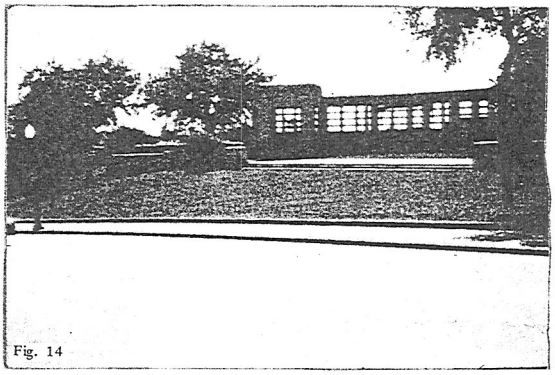
Fig. 14

This photograph (*Fig. 10*), which was used in several Commission exhibits, unaccountably does not show the train! Note the grillework of the pergola (*Fig. 12*). The background was removed by retouching: the train is missing and the horizon is bleached out. The grilles are crooked and distorted due to this doctoring. When viewed in color, the sky is white behind the pergola, but blue in the tree branches.

The position of the train to Willis' view was established by a jagged vertical line that runs through the grillework (*Fig. 12*) and also by photographic triangulation. In *Fig. 13*, I blackened in the area behind the pergola's grillework to demonstrate the location of the train before it was erased.

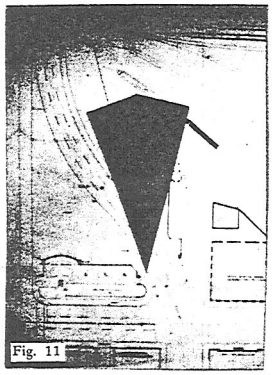
Fig. 11

Willis' re-enactment photograph (*Fig. 14*), taken in March 1965 from the same position, shows how the background and the grillework should look (compare to *Fig. 10*). Furthermore, the clarity of his re-enactment photograph, using the same camera, indicates that his assassination photograph (*Fig. 10*), which the Commission used, is several times removed from the original. The federal government kept his photographs for over a month before returning them altered.

Another individual, Hugh Betzner Jr., stood (*Fig. 15*) about 20 feet behind Willis on the same side of Elm St. and took a photograph (*Fig. 16*) a split-second before Willis. A comparison of the 2 photographs demonstrates the extent of the cover-up.

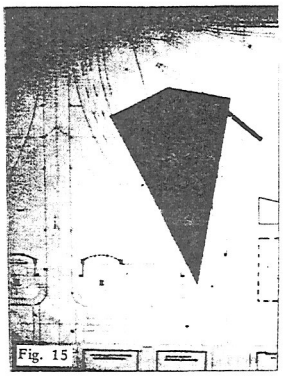
Fig. 15

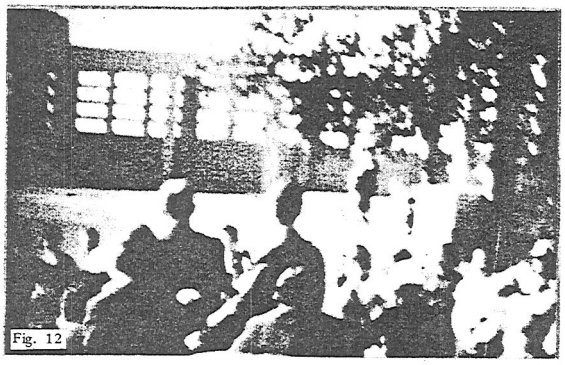
Fig. 12

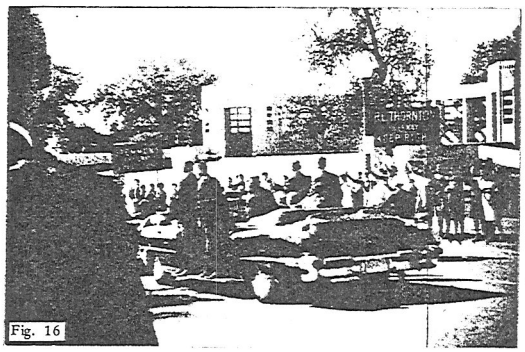
Fig. 16

LAST TRAIN

The characteristic tree limb and its foliage in Betzner's photograph (outlined in *Fig. 17*, left) were in front of the train. Using this tree limb configuration as a reference point, a comparison shows how much foliage was removed from Willis' photograph when the train was painted out. Also compare the limb and foliage in Betzner's photograph (*Fig. 16*) to Willis' re-enactment photograph (*Fig. 14*): the entire lower limb has been hacked off. This limb may have been removed so that Willis' assassination photograph (*Fig. 10*) could not be duplicated to determine how the foliage originally looked in relation to the pergola, thereby preventing an accurate re-enactment.

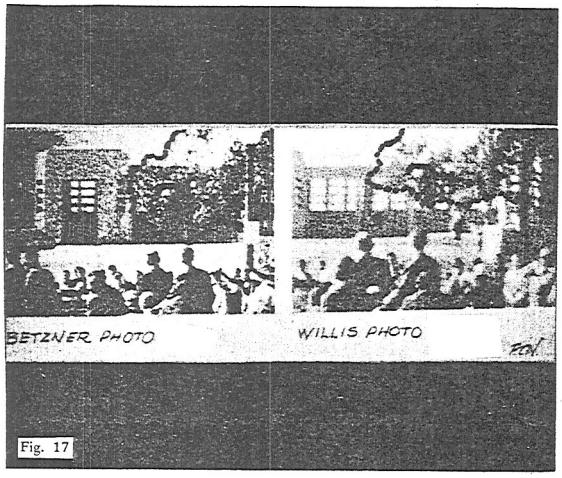

Fig. 17

Cover-up by physical alteration, in addition to the missing limb, has occurred recently. The spur immediately behind the pergola has now been removed according to a 1968 photograph (*Fig. 18*). With the branch and spur gone, there is no chance to do an accurate re-enactment.

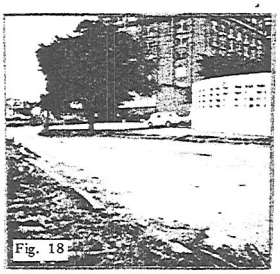
Fig. 18

ACTIVITY IN THE YARDS

For the train to travel east, the Houston St. crossing of the spur, next to the Texas School Book Depository, had to be kept free of vehicles. James E. Romack informed the Commission about "a piece of wood that they used to stop traffic coming through . . ."

According to a Commission affidavit, a witness, J. C. Price, stated, "I saw one man run towards the passenger cars on the railroad siding after the volley of shots." Another witness, Ronald B. Fischer, told the Commission that he too spotted the train seconds after the shots were fired. Mrs. Jean Hill described for the Commission a man running from in front of the west end of the Depository "toward the railroad tracks." A newsman, Robert McNeil, reported to NBC that immediately after the assassination he saw police chase "what they thought was the assailant through several trains standing on the tracks." A free-lance photographer, Al Volkland, told critic David S. Lifton that a switch engine with a string of cars, which had just been sitting idly, suddenly started up–seconds before the shooting.

The testimony of 2 witnesses indicates that the security of the railroad yards behind the pergola had been established by the assassins prior to the shooting. Danny Arce advised the Commission that after the shots, "I just looked directly to the railroad tracks and all the people started running up there and I just ran along with them." He and another witness, Miss Victoria E. Adams, both told the Commission that, as they approached the tracks, police officers ordered them to go back to the Depository where they worked.

DIVERSIONS

Another train was parked at the back of the yards, some 210 feet behind the pergola (*Fig. 19* upper right). This train coincided in alignment with the pergola train, which was some 50 feet directly behind the pergola. In effect, the pergola train would block the view of the parked train for any photographer in a position such as Miss Bond's. When the pergola train departed, the parked train could then be used to "explain" the presence of the pergola train.

This diversion was verified by another critic who has made a reputation as an "expert" in assassination photographs. Jim Garrison received my report on the train in March 1968. This critic, however, convinced Garrison that it was incorrect. Then he flew out to California to persuade me that the parked train and the pergola train were one and the same. To do this, he used Cancellare's photograph (*Fig. 20* upper).

Cancellare took this through the grillework of the west shelter of the

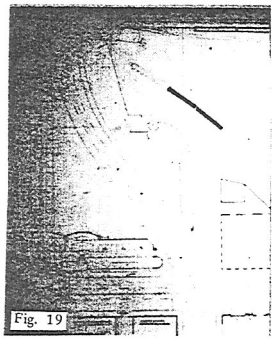
Fig. 19

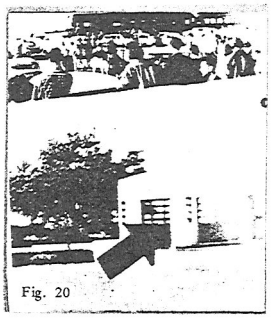
Fig. 20

pergola (*Fig. 20*, lower) minutes after the assassination; it shows the parked train at the back of the yards. By this time, however, the pergola train–which was on the spur in the foreground (*Fig. 20*, upper)–had already left.

The perspective also denies that the parked train and the pergola train were the same. *Fig. 21* shows the difference. The pergola train was almost parallel to the pergola when viewed from Miss Bond's position. The parked train would vanish away from her eye, off to the north.

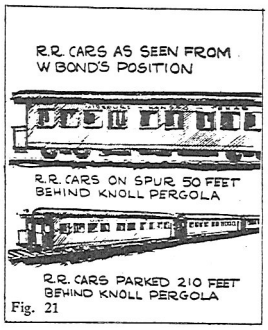

Fig. 21

Another diversion may be the 3 "arrested" men (*Fig. 22*). Sgt. D. V. Harkness of the Dallas Police Dept. told the Warren Commission that he pulled some tramps and hoboes from a long freight train in the yards and took them to the station. He added that 2 long freight trains that were leaving the yards were shaken down. Some people were arrested, taken to the police station, and questioned. The Warren Report makes no mention of them or what happened to them.

This is not the pergola train. First, Harkness refers to a freight train. Second, he went to the yards approximately 15-20 minutes after the assassination occurred. The pergola train left within 5 minutes after the shooting, allowing no time for a search.

Lee E. Bowers Jr. seems to be a key man in diversionary activity. Bowers was in a railroad signal tower overlooking the tracks behind the grassy knoll during the assassination. Supposedly, he was in charge of all rail traffic in the yards. Bowers told the Commission that he saw 3 automobiles enter the yards within a half hour before the assassination; one he claimed entered "7-9 minutes before the shooting." In terms of time, it is doubtful that the pergola train was rushed into position moments before the shooting. Therefore, the pergola train would have blocked any automobile entry into the yards.

Furthermore, Bowers described 2 men behind the fence on the grassy knoll. His testimony is questionable because the pergola train would have blocked his view of the area. Bowers was 14 feet from the ground in his tower; the train's height was also 14 feet.

Regarding the 3 arrested men, Bowers, in an interview with critic Mark Lane, mentioned stopping a freight train opposite his tower and seeing the shakedown of 3 "winos" by police. He claimed that the freight was surrounded by "possibly 50 policemen with shotguns and tommy guns." No police had tommy guns that day; they either had service revolvers or pump shotguns. Secret Service men had automatic weapons, but, according to the Warren Report, no Secret Service men left the Presidential motorcade.

HIGH-LEVEL PLANNING

The presence and timing of the pergola train suggests not only a careful and complicated plot, but one conceived at a high level. Indeed, who had the power to order a train? Second, who could have had its movements coordinated to the time of the assassination 1) to enable the assassins to escape and 2) to set up diversionary trains (passenger and freight) both for the purposes of photographic analysis and "arrests"?

The train could have picked up assassins from the pergola and grassy knoll areas before it departed. In addition, assassins stationed in any buildings at the head of Elm St. could have had time to board this train because the tracks were only within a few feet of the Depository.

See p. 8

(Ed. note: A complete set of 80 colored slides of this photographic analysis is available to researchers for $20 by writing to Probe.)

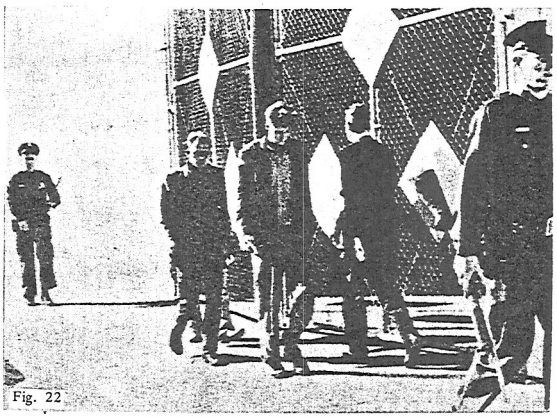
Fig. 22

UCSB Offered Advice on Placement Center Controversy

by Richard Underwood

The following information was garnered from a file on the Placement Center in Vice Chancellor Goodspeed's office. Although the information is readily available to students who are able to present themselves in a responsible manner and gain the permission of the original administration recipient of the material, it would seem that an administration truly serving the students would actively publicize such facts.

The first letter to Dr. Goodspeed is from University Assistant Counsel George L. Marchand:

"This in in reply to your letter and enclosures about the use of the Placement Office facilities which I received on February 5, 1968. The ASUCSB Legislative Council has adopted a resolution which 'strongly recommends that the University facilities, specifically including the Placement Center, prohibit any company or business interest which practices discriminatory hiring and/or employment policies, whether domestically or aborad..." The recitals which precede this resolution state in part: 'Any and all business concerns operating in South Africa must conform to discriminatory hiring and employment laws of the South African government..." and: 'A minimum on 1/3 of the private firms which actively recruit graduates at the UCSB Placement Center have branches and/or subsidiaries in South Africa in active support of a discriminatory government and in direct opposition to the University of California's policies on non-discrimination..." ,,The nature of the foreign business operations of a recruiting firm is not a University affair. The manner in which student applicants are treated during interviews conducted on campus is a matter of University concern."

PERSONAL FRIENDS

The second latter to Dr. Goodspeed is from Robert O. Collins, Director of the Center for the Study of Devoloping Nations:

"I see from El Gaucho that you will now have to cope with the South African issue. This is certainly unfortunate because it is a terribly complex problem that cannot be easily resolved by the slick slogans of student resolutions. If you wish to have greater details about employment practices in South Africa I suggest you contact any one of these three men who have been dealing with this problem for the past 10 years. They are allpersonal friends and I know would be very happy to heop you in any way:

"1. F. Taylor Ostrander, American Metals Climax Inc., 1270 Avenue of the Americas, New York, N.Y. 10020. Taylor is the Executive Secretary to the Chairman of the Board of American Metals Climax, which has large holdings in South Africa, and for the past ten years has been the front man in dealing with the charges against American private industry in South Africa. He has heard all the arguments and has all the replies.

"2. William A. Hance, Dept. of Geography, Columbia Univ., New York, N.Y. 10025. Hance is an economic geographer of great scholarship and good sense who has examined these problems from a more detached point of view than Ostrander, but with balance and common sense.

"3. Edwin Munger, Division of Humanities and Social Sciences, California Institute of Technology, Pasadena, California. 91109. Munger served for many years as the American representative of the Field Service in South Africa and is now Professor of Geography at Cal Tech. These issues are all familiar to him and like Hance, he combines fine scholarship with good sense."

THE 14th AMENDMENT

The third memo is to an unidentified person and was prepared by Assistant Counsel Jim Holst:

"This is written in response to your recent telephone request for comment concerning the legal aspects of use of Unviersity facilities by business firms and governmental agencies for employment interviews and the circumstances under thich the privilege of such use might be denied...

From a legal standpoint, the University is not legally obligated to permit any use of its facilities by business firms or governmental agencies for employment interviews and other placement activities. Legal considerations would be applicable, however, if interview privileges were continued but with one or more organizations denied the opportunity to participate. This is because the constitutional principle of equal protection of the laws requires that the University not discriminate arbitrarily and unreasonably in permitting the use of its facilities.

"The Fourteenth Amendment ot the United States Constitution provides, in relevant part, that no state shall 'deny to any person within its jurisdiction the equal protection of the laws.' As an agency of the State of California, the University is subject to the limitations imposed by the equal protection clause of the Constitution. Further, corporations are as much entitled to its benefits as are natural persons (liggett v. Lee, 1933). The United States, however, is not a 'person' as that word is used in the equal protection clause (U.S. v. Nebo Oil, 1950), and as a result, access to Unviersity facilities for employment interviews may be denied the Federal Government...

"Where the equal protection clause is applicable, it guarantees equality under the same conditions to persons similarly situated. Reasonable classification of corporations is permissible as long as the discrimination resulting from the classification is substantially and reasonably related to a legitimate object to be accomplished thereby. Generally speaking, an improper classification is one which confers a particular privilege of imposes a peculiar restriction upon a class arbitrarily selected from a larger number of persons, all of whom stand in the same relation to the privileges granted or burdnes imposed, and between whom and the persons not so favored or burdened no reasonable distinction or substantial difference can be found to warrant the inclusion of the one and the exclusion of the other...

"'If an organization is permitted to use University facilities for placement activities, and if in the particular case it develops that there is a clear and present danger that its presence or the response of persons on the campus to that employer's presence, will result in serious disorder, it would be lawful to revoke the permission."

The specific implications and applications of this correspondence will be presented at a later date.

Phil Ochs: beyond propaganda

With a creative rebirth of energy, Phil Ochs has reconfronted his purpose and position as a poet and balladeer. Beginning with "Pleasures of the Harbor" and continuing with his next album about the spiritual decline of America, Phil is developing new perceptions for pop music. A classic approach, the movies, harpsichords, and electronic sounds all move together in Phil's new music to create and augment his unusual perceptions of man. Jack Newfield of the "Village Voice" describes Phil's work as passing "beyond propaganda and exhortation into the artistic realm of doubt, absurdity, irony, and symbolism." He says that Phil "has found a bitter sweet, ironic voice that calls to mind both Nathaniel West and Bertolt Brecht." Even this is not Phil's stopping point. He strives for more bold and exciting achievements - new songs gron incessantly from inceptions of the old, new ideas extend themselves visually in his music, so much so that he has plans for motion pictures.

Phil's creative energy has been the strength behind his poetry and his success. The last five years have been a process of steadily gaining fans and selling reocrds without the help of national television or significant air play of his records. He has sung in concert from California to Denmark and filled Carnegie Hall three times.

Rusk, Goldwater and Ochs all attended military academies; Phil however went on to study Journalism at Ohio State until 1961 when he felt it was time to leave the academic world and begin working in his own direction. From Columbus Phil went to the Village in New York and spent the next two years learning, writing, thinking and passing the basket in the local coffee houses after his performances. During this apprenticeship he learned from Bob (Dylan and Gibson) and Tim (Hardin) and was inspired by Elvis Presley, Buddy Holly, and the Everly Brothers. Then Phil was offered a contract by Elektra Records and made three albums for them which established him as a songwriter and a political commentator. Then he left Elektra for A & M Records where he began to orchestrate his music.

Ever since he began as a writer, Phil has been working against the established way of doing things. He is one of the very few writers in America who have mastered the art of serious political and social criticism and who have had the energy to pursue it consistently. Phil never quits, never misses a concert, never stops working towards perfection. It's been rough, too. Phil's had to sell his records without the help of disk-jockeys and air-play. Unlike other major artists, Phil has never been on the Ed Sullivan Show and other major national entertainment programs even though his concerts "sell out" and his large following waits patiently for a chance to see and hear him. There doesn't seem to be a place yet in the mass media for incisive and pointed criticism, but perhaps America will be allowed to see Phil Ochs when it's safe...

From p.7

LAST TRAIN

Why was there no investigation of the pergola train by the Warren Commission First, witnesses may have assumed that the train and its movement were normal railroad activity; it was inconspicuous. Second, the Commission may have thought it unlikely that the assassins would have used a train for their escape. Third, photographic evidence of the train was omitted from the Commission's view or retouched by those who had first access to such photographs.

Finally, what of Lee Bowers? Likely conclusion is that Bowers was either replaced in his tower and therefore invented his testimony or he was "chaperoned." Bowers died in a mysterious automobile accident in August 1966.

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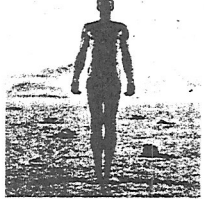

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Don't forget the Day of the Kite May 3rd at the Polo Grounds